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First to Last—The Truth—News-Editorials—Advertisements

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trim little yacht of his own, which he could use to command the sea operations of the police and to carry him on his journeys to foreign lands, he would be content for a time not to make any more demands for special appropriations.

The Raid on the Bench

Intelligent lawyers of both parties unite in condemnation of the attempt of Bosses Murphy and Koenig to annex the Surrogate's office to their political machines. Henry A. Wise, former United States District Attorney and one of the foremost Republican lawyers in the city, has written to Frank J. Coleman, Mr. Koenig's candidate for Surrogate, declining to serve on his campaign committee.

"Under ordinary circumstances," writes Mr. Wise, "I would gladly accede to this request. But inasmuch as I intend to vote for Surrogate Cohan as a protest against what is plainly a cheap political bargain between Charley Murphy and Sam Koenig, and also because I believe that Cohan has been a faithful servant and as such is entitled to reelection, I cannot consistently comply with your request."

There is no question as to the fact that Mr. Cohan has been a faithful servant. His conduct of the office has been without reproach. It has been indorsed with practical unanimity by the members of the New York County Bar.

But Mr. Cohan has not been a political surrogate. He has not, in Murphy's estimation, kept enough Tammany men in office, and his enthusiasm for Tammany has been subordinated to his zeal for efficiency in office.

Mr. Wise's letter follows closely after the announcement of Professor Leslie J. Tompkins, of New York University, and a member of the Tammany Law Committee, that the turning down of Cohan for renomination was an indefensible political deal.

It is evident that neither of the bosses concerned in the plot to put Cohan off the bench will receive any support from the intelligent and independent lawyers in their organizations.

Shackling Strike Conspiracies

In granting a preliminary injunction prohibiting officials of the railroad shopcrafts from doing any acts, lawful or otherwise, which would tend to promote the obstruction of interstate commerce Judge Wilkerson dealt bluntly with the contention of the defendants that they did not have legal knowledge of the acts of violence committed in support of the strike. These detestable attempts to wreck trains and intimidate travelers were, as the judge says, "on such a large scale and in point of time and place so connected with the admitted conduct of the strike that it is impossible on the record here to view them in any other light than as done in furtherance of a common purpose and as part of a common plan."

It has long been a convention among strike leaders to pose as having no knowledge of the crimes which usually accompany strikes in the major industries. The work of intimidation and sabotage is confined to what used to be jocularly called "entertainment committees." Subsequently the leaders have laid their hands on their hearts and publicly regretted the "indiscretions" of these committees.

Judge Wilkerson makes an end of such sophistry. He says that the record in the shopcrafts strike "does not permit the conclusion that those who are at the head of this combination did not actually know that these things were being done." They were being done with the knowledge of men engaged in a conspiracy to restrain trade, which was in itself unlawful. And these unlawful acts were being supplemented by alleged peaceable and lawful acts in pursuance of the objects of the conspiracy.

To enjoin the commission of assaults and other acts of violence while leaving the defendants free to carry out the ostensibly peaceful part of their program would be, in the judge's view, "an idle ceremony."

The power of the law is therefore to be used under his order to break up the practice of using restraint of trade as a weapon in industrial warfare. It is an evil practice, which too long has been tolerated. The shopmen went out of their own volition. They had no shadow of right to try to force the roads to take them back by interfering with transportation and by conspiring to deadlock railroad traffic.

The Emancipated Salute

The War Department's new regulation doing away with saluting in public places while off duty will be welcomed by nearly all former officers and doughboys who still maintain an interest in the army's affairs. Few of those who attended the training camps or were drafted or enlisted will forget the utter nuisance of the old regulations requiring saluting everywhere on all occasions. Even those who were rigid in their belief in the value of the salute in military intercourse felt that it was a mistake to make saluting imperative when officers and men were enjoying a few hours' leave outside the limits of the camp. Visitors in the cities near the camps

on a Saturday or Sunday never failed to be impressed with the absurd spectacle of a thousand doughboys idling up and down the main streets in search of recreation and salute officers who like them themselves were on pleasure bent. Men and officers alike went through a stage of resentment, followed by self-consciousness and culminating in boredom, and not a few either stayed away from town or slunk around back streets in order to avoid incessant saluting. It was only natural that under the circumstances the regulations were frequently disregarded and there grew up a schoolboy attitude toward the whole problem. To "get away" without saluting was almost as great a satisfaction for many soldiers as it is for many schoolboys to "slip something over" on the teacher. As a result the regulation tended to defeat its own purpose.

The salute has an important part in the military scheme. Within the reservation or camp, or while on duty anywhere, its use should be strictly enforced. But there are no valid reasons for insisting upon the same observance at other times and in other places.

The Glory That Was Ours

In the salty days of the '40s and '50s each new clipper was the one talk of the town, and new records across the Atlantic and around the Horn were watched by the general public as eagerly as home-run records are watched to-day. We are still a long way from returning to that zest for off-shore problems and sea horizons. But the shift is coming. One of those slow but certain turnings in public interest is taking place, and America, that looked only inward to its mines and plains and hills and factories, is glancing seaward again.

Both for its prophecy of the future and for its interest as a thrilling record of the past we shall print upon this page the best swiftly moving story of those earlier years that we know. It is taken from "The Heritage of Tyre," a short history of world shipping and especially of American shipping, from the pen of Mr. William Brown Meloney. The story of "The Yankee Whalers" is told to-day. Other chapters, upon "The First Clipper," "East Indianmen" and the other great eras, will follow shortly. The account of the decline in American shipping will come next, and Mr. Meloney's broadly sketched theory of how the great days may presently come again will conclude the series. We are glad to share with our readers this record of America's far-flung greatness.

Beauty and the Lions

Borough President Miller wanted to gild the lily by giving our marble City Hall a nice new coat of paint. But the Art Commission protested as regards the front and sides and restricted his renovating brush to the rear. That is what the facts demand, for, as has often been noted, the back of City Hall is nothing but brown sandstone, and matches not at all the Massachusetts marble of the exquisite front and sides. Back in the years before the War of 1812, when the City Hall was building, nobody could see any reason for wasting good money on the northern side of this northeasternmost building. As well decorate the back side of a stage curtain or the under side of a stage coach.

Accepting this flaw in our loveliest old landmark, generation after generation has done its best to ruin its undoubted beauty. To-day the heavy Tweed courthouse crowds against its rear. The homey City Court building elbows it to the northeast. The Brooklyn Bridge sticks out a horrible proboscis from the east. And to the south rears the ponderous Federal Building, with a larger factor of safety and ugliness than any other known structure in the world.

It's a hard life that beauty leads in this callous New York of ours. Just at present our City Hall looks like a very small Christian martyr at the bottom of a vast Roman arena full of roaring lions. We shall continue to hope that the post-office building will be torn down, as is now promised, and that the other intrusions upon City Hall Park will some day be razed and that nobody will paint the front of City Hall pea green. But we can't feel too confident. Since "Civic Virtue" arrived upon the scene patient apathy is the best we can achieve. Heralded as a hero of right and beauty, he proved to be simply another one of those things. We shouldn't be at all surprised if the ambiguous weapon in his right hand was only a paint brush, after all.

Safer Headlights

If the State Tax Commission can solve the problem of safe headlights for automobiles it will be rendering a service to all those who drive in the night.

One of the principal dangers is a dazzling light. Many cars are equipped with such brilliant lamps and reflectors that they completely blind an approaching driver at a distance of several hundred feet. Not only does this lead to the possibility of a collision, but it endangers pedestrians who happen to be walk-

ing by the roadside, as the man driving into the brilliant light is unable to distinguish anything as he approaches.

There have been, of course, all kinds of experiments to devise a lens or reflector to project a shaft of light ahead which is not blinding. But it is the experience of the average motorist that few of the devices so far placed on the market are altogether satisfactory. The use of dimmers on approaching a car, of course, is of great help. But not all machines are equipped with them, and not all drivers are sufficiently thoughtful to use them.

The State Tax Commission is interested in making regulations governing dim as well as bright lights. But it is difficult not to feel that the real problem is the elimination of blinding glare. Until this is done there is certain to be an unnecessarily large element of danger in driving automobiles at night.

More Truth Than Poetry

By James J. Montague

Der Kaiser—His Buch

Who vas it maddt der Cherman

Der greadest peoples, any place,

Undt set der world vun awful pace?

Ich!

Who vas it boosted literature

Undt triedt to make der world secure

By spreading everywhere Kultur?

Mich!

Who vas it never villed no var,

As often he has seedt before,

But finally got goodt undt sore?

Meinself!

Who vas it sett dot France must pay,

Undt England also, right away,

Undt toldt men Volk to toast "der Day"?

Ich!

Who vas it sendt his sons to fight

But keep der battle outt of sight

Because der Allies ain't polite?

Me!

Who vas it gummed der army game,

Undt, ven ve lose, gets all der blame?

I hate to schpeak dot fellow's name,

Ludendorff!

Who vas it vas too proudt to skip,

But ven he seedt der army schlip

Vent into Holland for a trip?

Ich!

Who vas it, now der world is not

So full of noise undt shell undt shot,

Writes down exactly vat is vat?

Villiam I R!

The Drawback

Mr. Lenine, of course, has all he wants to eat and wear, but he must be dreadfully pestered by life insurance agents.

Just About

Perhaps with all the mines working all winter we'll get enough coal to last till the next strike.

His Specialty

According to Mr. Kipling, his interviews as well as his writings are fiction.

(Copyright by James J. Montague)

Senators and the Bonus

To the Editor of The Tribune.

Sir: The Senate has put the bonus to sleep for a time at least. We have something to be thankful for, even if the President was sustained by the narrowest of margins. But it is painful to know that the list of statesmen who voted to override Mr. Harding included names that we are not usually apt to think of as being synonyms of demagoguery.

It is safe to assume that every Senator who voted to override the President prayed while the count was being taken that none of the twenty-eight who did sustain Mr. Harding would change their minds.

It is reasonable to expect that any man intelligent enough to go to the Senate would say to the man in the street: "Yes, the country is grateful to our veterans. We would like to give them a bonus. But is the country sincere enough to pay for it? Do you, Mr. Man-in-the-Street, want to be taxed for it?"

That, however, is a question that the Senate seems to have ignobly dodged; a question the President met in the only way it could be met.

L. G. EDWARDS.

Brooklyn, Sept. 21, 1922.

Only a Rainbow

To the Editor of The Tribune.

Sir: I own property along the proposed route of Mayor Hylan's new transit line. My real estate agent tells me that the increased taxes, assessments, etc., that I would be obliged to pay would be so big that it would more than offset any increased value of my property.

My bankers tell me that the plan is not so much "political bunk" and is not only a rainbow, but a rainbow without promise or color, and they will not help to finance it. My advisers are conservative men and I accept their ideas and advice as reliable and sound.

A TAXPAYER.

New York, Sept. 23, 1922.

Landlords Must Register

To the Editor of The Tribune.

Sir: May I, through your columns, advise all housing landlords that the law, under a penalty of \$50 fine, requires all owners of apartment and tenement houses to register such buildings with the Tenement House Department?

I am advised that fully 10 per cent of such owners have not complied with this registration law. They had better register them forthwith or they will be proceeded against for the collection of the \$50 fine.

STEWART BROWNE, President, United Real Estate Owners' Association.

New York, Sept. 22, 1922.